

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: 6 mtr xvrtr FS/trade
Message-ID: <Pine.ULT.3.91.960524175534.13589C-100000@admin.aurora.edu>

Looking in the garage, I found a P&H transmitting converter model 6-150. Believe that means 150 watts out. I think it has a 5894 push-pull final. Anyway, I used it with my TS-520 and believe the IF is 10 meters (no doubt can be changed). It has a homebrew receiving converter on the back.

anyway, I'd like to sell this unit or trade for a small linear or parts to make one.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: standard@pcs.mb.ca
Subject: 6LQ6 vs. 6MJ6
Message-ID: <199605251737.MAA18063@pcs.mb.ca>

I picked up a Swan 1200X a while back and have been using it "as is" since. This weekend I decided to open it up after lending it out last weekend while I was in Dayton and finding its now DEAD. (A lesson learned) After doing a few soldering repairs to make the TR relay coil wiring back to stock, (he did some mods!!!!)

I found I can only get about 50 ma resting current. Driven with 100 watts the amp will now produce only 300 watts, better but still not good enough. I thought he might have cooked the 6MJ6's but they test OK. My next step is to try a new set of 6LQ6 tubes I have on hand but I'm not sure these two types cross. There has been mods to the grid cct from the original schematic, as it used to be grounded but now connects through a 100 ohm resistor on each of the four tubes.

I don't have any diagrams or info on these two tube types, maybe someone can help?

tnx

(The good news is I had a great time at Dayton and found a TV-2, FP-1, 500C for parts, and a VX-1)

#####

```

#
#                                     GARY SMITH                                     #
#                                     standard@pcs.mb.ca                               #
#                                     VE4YH                                           #
#
#
#####

```

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: 6LQ6 vs. 6MJ6
Message-ID: <Pine.SV4.3.91.960525105956.4685A-1000000@uhunix3>

```
On Sat, 25 May 1996 standard@pcs.mb.ca wrote:
> a Swan 1200X
> lending it out last weekend
> its now DEAD. (A lesson learned)
> the TR relay coil wiring back to stock, (he did some mods!!!!)
> has been mods to the grid cct from the original
```

Gary, he only had it one week and had already done mods to it? Did he realize it was only a loan? Some friend.

Jeff KH2PZ

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: 7199 tube cross to ??
Message-ID: <Pine.ULT.3.91.960524174151.13589A-1000000@admin.aurora.edu>

On Fri, 24 May 1996, Gable, Edward M wrote:

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> Can anyone cross a 7199 to a useful number ?
> Is 9 pin miniature and structure looks sort of like
> a 6U8.  TIA.  Ed K2MP <emg@rfc.comm.harris.com>
```

Well, the 7199 is similar to a 6U8. It is also a triode/pentode but with slightly different characteristics. The triode section is the same pinout as the 6U8 but has a μ of 17 rather than 40. The pentode is wired: 2=plate, 3=screen, 6=cath/suppressor, 7=grid. R_p is at least twice as high as the 6U8 pentode.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: 7199 tube cross to ??
Message-ID: <199605250045.TAA16826@zoom.bga.com>

As Gable, Edward M said

>

>

> Can anyone cross a 7199 to a useful number ?
> Is 9 pin miniature and structure looks sort of like
> a 6U8. TIA. Ed K2MP <emg@rfc.comm.harris.com>
>

There isn't any plug-n-play cross that I know of, and replacements are hideously expensive because they were commonly used in "toob audio" of the sixties.

Look at 6BA8 and 6AU8. You'll have to rewire the socket, but I think the 6BA8 (used in Tek 533/543 scopes) has close parameters and will work in most 7199 audio circuits without change. The 6AU8 is much higher mu, but in the equal plate and cathode resistance circuit the audio people used as a phase splitter, will work, though may want slightly different resistors.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: ADMINISTRIVIA: A more gentle approach...
Message-ID: <9605250802.aa28909@jackatak.theporch.com>

Hello Gentle People-

Of late several people have made comments that paint an entire nation and group of people with the broad brush that defames the all, and demeans us all by association.

I speak here of the beginning threads of some "Japan Bashing"... It has come up before, and to a very limited extent, I can see the reasoning, but that does not make it either acceptable or appropriate that we classify *all* people from Japan as the same, and responsible for the ills we bemoan...

There are several subscribers on the BA list from Japan, and I am embarrassed that we respond as we do, painting all Japanese as crazed greedy collectors of our treasures. Many are just as distressed at the rising prices and reduction in supply as we, but find themselves roped into the same cursed group... and it is neither right nor fair.

So, let's just drop the thread, and no longer bash anyone for having the economic strength (that we might not have at the moment) to buy what is offered. When you think about it, if we were on a mission to acquire a particular model or group of radios, and we descended on foreign soil, the chances are we'd not be quite so patient and willing to wait someone out, when our plane was leaving in a few days, and Dayton or the like was our only market opportunity.

Enough already... just let the thread die, and please... don't start it up again...

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebot1@jackatak.theporch.com ---- listown@jackatak.theporch.com

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: AN/USM-140A Manual FS
Message-ID: <m0uNOUC-0002moC@e-tex.com>

Hey gang,

This manual is:

Operator, Organizational Field, and Depot Maintenance Manual. The ultimate manual for this scope and it has aged very well.

1.25 lb. of book.....15.00

Please add postage.
Thanks es

73 de Pete WA5JCI

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Andy Howard WA4KCY <102452.362@CompuServe.COM>
Subject: Aren't all BA collectors the same?
Message-ID: <960525180700_102452.362_DHT79-1@CompuServe.COM>

On the subject of bashing anyone I would make this comment. Is not ham radio universal? Isn't collecting radios the same everywhere? I would venture to say that if the shoe were on the other foot we would be in that country buying up the gear as well. Hey, if we found out that there were SX-88's and 75A4's in another country and we could afford to go there would we not bring them back if we could? We are just fortunate most of the really good and collectible gear was made in the USA.

Regards to all,

Andy Howard, WA4KCY
AMI #9

Warning! Delete Key is Activated.

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Neal McEwen <nmcewen@metronet.com>
Subject: Re: Autodash Bugs
Message-ID: <31A65C24.2359@metronet.com>

Jim Berry wrote:

> While looking at some of the various notes and comments about bugs
> got me thinking. I remember reading an article some where, some
> time, some place about a thing the old shipboard ops used to build
> called call the "Dasher". The article said the chassis consisted of
> a bread pan snagged from the galley for a chassis. A tube circuit
> was then built on the the pan that created dashes when the bug paddle
> was held in the dash position. The pan was notched on the end so it
> could be set over the bug. Maybe someone out there knows what I am
> babbling about and am familar with the device.
> Actually, the little device was productized and sold. I have one
somewhere in the attic. The one I have is solid state (boo hiss) and appears
to be 60s technolgy. It is about the size of a toothbrush case. I cannot
recall the maker name. It was something like dasher or auto-dash. If anyone
is real interested, I'll try to dig it out.

--

73 de K5RW, Neal McEwen nmcewen@metronet.com - Richardson, TX (Dallas)
Telegraph Key Collector and Historian Web Page
<http://fohnix.metronet.com/~nmcewen/ref.html>

From boatanchors@theporch.com Sat May 25 00:27:32 1996

From: "Jim Berry" <basalop@eskimo.com>
Subject: Autodashing Bugs
Message-ID: <199605250025.RAA17224@mail.eskimo.com>

Hello Boatanchor fans,

Been reading the various notes about bugs and I once remember reading, someplace, somewhere, about a gizmo I believe was called the "Dasher", and was built by some shipboard ops. It consisted of a bread pan snagged from the galley and was placed over the bug. One end would have a slot for the paddle and the tube components would be on the to bottom of the pan, which now of course would be the top. The circuit generated dashes automatically. Can anyone shed any light on the artical? I cannot remember where I saw or if I did see an article or just read about it being done. I can see it all now. XYL's bread pans disappearing ...

73 Jim K7SLI

Jim Berry K7SLI. QTH: Marysville, Wa (Near Seattle)
Email: basalop@eskimo.com FAX: 360-659-1360
Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: paul Veltman <veltman@netcom.com>
Subject: BAs in Literature
Message-ID: <Pine.3.89.9605251421.A9721-0100000@netcom5.netcom.com>

Hi gang,
Several boxes of books arrived from a relative in Seattle last week. Of course, my first inclination was to immediately start rifling through them looking for some reading material. In one box was a volume entitled "Lonely Vigil, coastwatchers of the Solomons" by Walter Lord.

In this book, the author mentions "teleradios" that were used by the Coastwatchers during WWII. There's even a couple of pictures. One

particular picture shows one of these monsters. It's called a 3-B-Z, and the transmitter has a round emblem on the front that reads 'AWA'. It has straight skirted knobs, and what looks like a meter switch in the front bottom. Next to it sits what I conclude must be a receiver that looks all for the world like a RME. The book says that this 'portable' radio weighs 300 lbs, not including batteries, charging engine and fuel.

Anybody want to take a shot at more particulars on this one?

73

Paul WA6OKQ

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Bashing Ugly Americans, Japanese, Frenchies, and a few others
Message-ID: <199605251957.0AA11126@zoom.bga.com>

I'm not copying Jack's posting asking that people back off from the current round of complaints about Japanese (and presumably other Oriental) buyers, etc., but want to comment on "bashing" in general from my personal perspective.

My personal perspective includes working as a member of US engineering teams, but I have also worked with Japanese in a Japanese cultural environment as an engineer on several occasions. I have also worked in France, as well as alongside Germans and Italians, and with British and Australian engineers who had emigrated to the states.

My personal perspective also includes having moved an avocation for the study of history out of the armchair, to some serious study of the history of technology. At the suggestion of a fine old gentleman named Melvin Kranzberg, I've "turned pro" and learned some of the differences between "pop history" and scholarship.

My personal perspective includes being of an age such that I remember the events of December 7 1941, heard the Franklin Roosevelt address to congress that followed, and absorbed what went on in the four years that followed. I would want it lost on no one that this perspective underwent the shock of meeting a Nisei boy in school in 1946 who told me where he'd spent the WWII years and under what circumstances. This little experience, and the responses of certain "elders and betters" around me to my asking some questions got my attention. I discovered that "the truth" vs. popular notions of it can be difficult to ascertain, as well as decidedly unpopular.

Working with Japanese forced me to clean up my act as an engineer. The

"Japanese Way" comes as a surprise to someone who has been steeped in the "American Way," even if that steeping has included some experience working in European environments. My first experience working with native Japanese was as part of a US team, and was preceded by a week, no less, of lectures, training, movies, etc. provided by the US State Dept. That week was action-packed, and the work that followed required us to draw on what we had learned, in detail, and chapter-and-verse. You can call it "getting along with people," but the whole experience was one of learning to get along with a group of people whose ways of getting along with people are both highly developed and quite different from those of either Peoria, Illinois or Bordeaux, France. It was a major accomplishment when a Japanese found something funny and this American found it funny as well, and we could laugh together.

Complaints about people from here buying "treasures" from there has a long history. You won't have to look very hard in places like the European or Mid East countries to find people who believe that Americans equipped with American wallets are past masters at grabbing the goodies and removing them from their "home."

I'm also inclined to believe that the items purchased for yen rather than dollars (or yen converted to dollars---same thing as \$\$\$ converted to French Francs and Dutch Guilders) is going to be given a warm home, pampered, and generally valued and treated with respect and honored. Nobody from anywhere is going to spend the money and go to the effort of transporting something halfway around the world to turn it over to some youngster to disembowel or turn it into dumpster fodder. Some of the complaining here sounds as though people want to believe that these buyers are a bunch of modern-day Jenghis Khans who are paying top yen (or dollar) for this old iron simply to dump it in the depths of the Pacific Ocean.

There is a certain myth that floats around here about the demise of the US electronics industries that built some of this ham equipment being due to the invincibility of Japanese eengineering and manufacturing. I'll submit for consideration that a lot of this demise has nothing to do with American ability to design and produce a top quality product. It seems to me that it has a lot more to do with the commitment of some US managements to attract top talent and to follow through with a commitment to build and market quality products and to remain competitive vs. a commitment to showing Wall Street "the best quarter ever." I've heard a lot of razzle-dazzle about "total quality management" (TQM, in alphabet-soup-American), Taylorism, Fordism, and a whole host of portmanteau notions, mostly from people who never stood on a shop floor and confronted issues of turning raw mmaterial into finished products. It's a bit anachronistic to talk about Japan Inc. invincibility, then whine because US technology commands top yen.

Why would a Japanese company hire a quintessential Mid-American to work alongside Japanese engineers in a "Japanese Way" environment? Since I've been there and done that, as the Mid-American, I'll say that it was because the Chief Engineer had the notion that the American could earn his keep by turning out solid designs and shepherding them into the production cycle, working in concert with the others in the place. There isn't much opportunity to say "that's not my job" in such an environment---one gets to calibrate the instruments, sweep the floor, and do anything else that's necessary to "make it happen." I learned the expression "make it happen" in a very US company, where I also got to calibrate the instruments, sweep the floor, repair the cafeteria grill, so doing it in a Japanese environment was not news to me---although there were a lot of Americans who interviewed there and went back home because they didn't quite see it that way. The Japanese didn't hire me to pick my brains (if any) and export all this to Japan so that they could throw it back at the USA as cheap products. They didn't need my help, if that's what they'd wanted me to do. They hired me because they needed somebody who could do some things I knew how to do, work in their shop, and come up with products (which, in one case, went to a place that specifically "didn't want any American junk") that would reflect well on the (very Japanese) company name. If any brain-picking went on, I found out some things that will work well that I've used elsewhere.

I value participation of all people here. I want to hear about Japanese technology from Japanese. I discovered from that Nisei boy in 1946 that I had a lot to learn, and I soaked up enough over the years that I read Jiro Horikoshi's "Eagles of Mitsubishi" so that I could learn what the project engineer for the Zero fighter had to say about Japanese technology in the thirties and forties. I found out a long time ago that if all you can do is Remember Pearl Harbor, as the expression went in 1942, you're not only not going to learn very much, but are going to walk around with superstitious beliefs that will get in your way when the opportunity comes to do something interesting and enjoyable.

I participate in this list so that I can learn some new and interesting things. I'm not here to preach American technical superiority, or whine about inferiority. As a practicing engineer, I feel I can hold my head high on any team, whether it is German, Japanese, French, Russian, Italian, Taiwanese. The folks who pay top yen, top franc, or top guilder for "Made in USA" are making a pretty powerful statement that forces me to ask if, in my own work, I am doing things that are worthy of the honor being given that "Made in USA" nameplate. I'm not here to bash anybody, particularly people who are demonstrating with their wallets a high opinion of what people I have known, worked with, and learned from have done, and if they aren't doing it now, why not?

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: w0ogh@ix.netcom.com (Larry Godek)
Subject: Books I found
Message-ID: <199605250457.VAA09012@dfw-ix6.ix.netcom.com>

Whilst out and running around in Beautiful California, I don't care what anyone sez, I came across these manuals at a friends house. So, I'm gonna pass em on to the BA group tonight.

Specifications for the Heathkit HW-16. Brochure information on HW-16.
1\$ plus a stamp

Specifications for the Heathkit HW-100. Same as above. \$2 includes shipping. This one is a lil heavier.

Instruction manual for the Drake TR-4. Excellent and complete including some calculations for xtals inside the back on a blank page. No extra charge for that. \$12

Instruction manual for the National Model HRO-7. Original and very good condx. \$25

Manual for the Hammarlund HQ-110 Communications receiver. Original, nice and clean. \$18

Instruction manual for the National NC-100 Receiver. Covers off but with manual. Complete. Pretty good for age. \$20

Instruction book for the Drake 2-B Communications receiver. There were no covers for this manual. Better than good. \$18

Assembling your Heathkit Oscilloscope Model O-3. Complete Good \$8

Owners manual for the Heathkit Vacuum Tube Voltmeter Model IMW-11. Like new with original warranty papers. \$5

Heathkit Vacuum Tube Voltmeter model IM-11 manual. Construction steps checked off but other than that Very good. \$8

Also I found a pair of Burstein-Applebee catalogs from 1951 and 1952. These two are like new codition. Anyone intersted? Best offer I

guess.

I also have a "Whites RADIO Log from January 1943. Not for sale but if anyone wants to know what was going on in the commercial BC world at that time, give me some data and I will check the publication out.

Lists not only US stations but U.S. International Stations beam and frequency schedule, Experimental Frequency Modulation (FM) stations currently operating, SW stations from Sweden and Switzerland and World-Wide Short wave Broadcasting stations. Also a listing of sponsored radio programs by time and day of the week. Even has a listing in the back of Low Frequency Municipal Police calls.

Neat little book. BTW add a little for shipping on any of the manuals I've listed above.

Thanks

Larry W00GH@ix.netcom.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: Re: Bugs
Message-ID: <Pine.SUN.3.91.960524154314.23258B-100000@dot.w6bhz.calpoly.edu>

It's kind of funny but a week ago, I was reading thru a pile of late '40's QST's. There is an article about the use of auto-dashes. So it is a valid BA topic. Cal.

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: wb6zwc@ns.net
Subject: contactor wanted
Message-ID: <199605250227.TAA01257@tomcat.ns.net>

Require a three line, normally open, 25 amp. contacts or so, with a 220 volt coil.
Wanted 312-B3
Richard@Sacramento,Ca.

From boatanchors@theporch.com Sat May 25 00:27:32 1996

From: jmiller@teleteam.com (Jay H. Miller)
Subject: Dayton Site-seeing
Message-ID: <v01510101adcbeec7b835@[205.198.110.4]>

What a fun trip! My first to the big flea show and it was a blast. On the way back down I-75 just after dawn we saw this HUGE antenna farm off to the east near Bethany, Ohio and pulled off the Interstate for a look-see.

I'm sure 99% of you fellows know about this but the VOA facility was just awesome! Wouldn't you love to load up that curtain or one of the rhombics on 75 meter AM!!!! God Almighty!!! Is this place still in service... looked like a tomb as there was nobody around. Drove on down the road to Mason, OH and lo and behold there was WLW!!!!

Seems like I saw a posting or two on this a few months ago. Anybody want to refresh my memory via direct e-mail so as not to bug the purists?

Would really appreciate knowing more about both sites. Maybe next year we'll make some prior arrangements and get a tour.

Was really impressed with the flea market and bought lots of goodies. Saw a lot of over priced Collins stuff-- most of which went back home with their owners but the rigs priced fairly found new homes. I saw some real greedy souls who bought from one seller and then marked them up and tried to sell them again. Also some pretty ridiculous prices on some common items but I found every item on my list and bought at the prices (or below) what I expected to pay.

73

***** ##### *****
Jay H. Miller, KK5IM Dallas, Texas
The Pocket Guide to Collins Amateur Radio Equipment
jmiller@teleteam.com
***** ##### *****

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Bill Turini <turinib@wdni.com>
Subject: Dayton Update - RACAL Silicon
Message-ID: <199605242323.AA26649@interlock.wdni.com>

First I'd like to thank all who stopped by and missed me. There are really no hamfests in the Northwest, and after being here for 20 months, I was desperate. So I didn't stay in the booth.

I I don't collect BA's, i.e. the tube type, except for Drake TR4CWs that I have. So this report will be somewhat slanted.

What impressed me most was the number of RACAL 6750GM (?) radios there. There were at least a half dozen people selling them, and not just ones and twos, but piles of them. A guy in a booth two rows away had five and sold them by Sat morning. Lowest price I saw was \$485, highest was \$1495 (only one). Most seemed to be at \$985 complete with all filters, etc. One of our group bought one and it worked fine. Word we got was that a lot of gov't agencies were upgrading (to what?).

Saw four Signal/One CX7s. Two were REAL rough, one not bad and one excellent. Met Paul Kollar there (Signal/One guru) and we met Clark Wockner (BA lurker).

Our booth had one of the Heathkit mobile kilowatts. It had both power supplies and was in excellent condition. Price was about \$425 as I remember, but I felt it was too much.

I didn't buy much, a few CDs, etc. Did buy an EV664 with base (number 5 I believe on my bench). And a few tubes for my Signal/One CX7 (I consider it a cross-over BA)

One of our group had a Japanese friend fly in for the fest. He did a lot of buying to send back to Japan. (Ever wonder where the good, old BAs go? Well, I'm ashamed to say that I have a friend who actively exports them.)

Met and talked to David Knepper and saw his booth. Also saw a mint kwm-1 with speaker. Looked gorgeous at \$1,800. Didn't last long.

That's about it from me. Really enjoy all the hamfest posts, like I said, there aren't many hamfests out here in the NW, so I have to attend them vicariously thru posts.

73

Bill

| | | |
|------------------|----------|------------------|
| Bill Turini | KA4GAV/7 | turinib@wdni.com |
| h (360) 825-1167 | | w (206) 924-5890 |

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|---|--|
| < ----- > | |
| < Always looking for Signal/One equipment, accessories, > | |
| < documentation, parts, etc. > | |
| < ----- > | |

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: arther.dent@smtp.prostar.com
Subject: Re:Dayton Update - RACAL Silicon
Message-ID: <199605250708.CAA24872@uro.theporch.com>

T> First I'd like to thank all who stopped by and missed me. There are
T> really no hamfests in the Northwest, and after being here for 20 months,
T> I was desperate. So I didn't stay in the booth.

bill...bill...bill...
i am suprised...i really am...no hamfests is the great pacific northwest??
lets see.....
March...the mike-n-key show in puyallup
April... the Stanwood hamfest
May.....the Yakima hamfest
June... the ARRL convention and fleamarket in Seaside Ore.
July....the Spokane hamfest
Aug.... the W7DK Radio Club of Tacoma hamfest in Tacoma
Oct....the hamfest up in Bremerton
and that's just the SHORT list. there are a lot of others that don't come
to mind just now. so now you don't have to go through withdrawals. just
show up and have fun.
mike
KB7VNT

cc: boatanchors@theporch.com

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>
Subject: Echophone EC-1B LO Woes Solved
Message-ID: <9605252114.ZZ36814@ds1.acs.ucalgary.ca>

Gang:

Last summer I wrote about an Echophone EC-1B (made by Hallicrafters; was the precursor of the S-38 and has the same tube lineup). Thus rig (a \$2 garage sale find) unlike the S-38 has only three bands; 550-2000 kc, 2-8 Mc and 8-31 Mc. The problem was that the local oscillator kept quitting at the LOW end (8-11 Mc) of the upper band. Following Hank's advice, replacing the 12SA7 made no difference, and the 20k grid leak resistor checked out fine. At this point, the dial cord broke (or so it appeared)

and the set was set aside until I had replacement dial cord (and time) in hand.

Finally got around to it this week. After taking the set apart, I saw that the dial cord had only slipped off the drum; this was easily fixed. Back to the L0 problem. In this set G1 of the 12SA7, is connected to the L0 tuned circuit through a 47 ohm resistor and a 47 mmf cap, all in series. Replacing the cap (mica?) with a 47 mmf NPO ceramic disk solved the problem.

As an experiment I replaced the 12SK7 IF tube with a 12SH7 (higher gain). (OK to try this, in the EC-1B the supressor grid is connected to the cathode. These are internaly connected in the 'SH7 but seperate in the 'SK7. Some receivers connect the supressor grid to ground, which would short out the cathode resistor if a 'SH7 was installed).

Got someehat higher gain, but the IF now howled like a coyote at the moon. OK perhaps for CW use but not for phone, so back went the 12SK7. Did not the later receivers in the S-38 series dispense with the extra 12SQ7 (BF0) and make the 12SK7 regenerative by the way?

Anyhow the rig now works as well as mone can expect a glorified AA5 to work. Rather weak above 15 Mc.....

At least this gave me an excuse to put off replacing all the gucky, dripping wax paper you-know-whats in the S-20R....at least the S-20R's L0 seems to be working properly now.

73, Deane D McIntyre VE6BP0
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Dale Richardson <aa5xe@cibola.net>
Subject: Re: FS Literature
Message-ID: <9605252152.AA17220@cibola.net>

Folks, all the manuals are gone except for the solid state stuff which I didnt think would go anyway. The new owners have all been contacted by email. Thanks and I will see what other goodies I can dig up.

73,
Dale AA5XE
Dale N. Richardson, AA5XE
email aa5xe@cibola.net

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Dale Richardson <aa5xe@cibola.net>
Subject: FS: Literature
Message-ID: <9605251629.AA10314@cibola.net>

I have the following books and manuals for sale.

ARRL Hints and Kinks, Vol 5, copyright 1954, good cond. \$5
VHF Handbook, 1974, by Herbert Brier, W9EGQ and William I. Orr,
W6SAI, good cond. \$5
VHF Handbook, 1956, same as above but older. \$5
GE Transistor Manual, 5th Ed, 1960 \$5
RCA Receiving Tube Manual, 1950, loose pages, \$5
GE Essential Characteristics of Receiving Tubes, date unk. \$5
RCA Transistor Manual, 1966 \$5
Dictionary of Electronic Terms, Allied Radio Corp., 3rd Ed 1955 \$5
RCA Receiving Tube Manual, date unknown \$5
GE Transistor Manual, 1964, \$5
Navships TM 93003, Vol 1 Test Equipment, Sep 1957, \$15
Motorola Semiconductor Handbook, 1966, \$5
National HRO-60 Manual, Original \$20
TM 11-4049, Panoramic Adaptor BC-1032-A Dec 1945, \$10
Handbook of Preferred Circuits, Naval Aeronautical Electrical
Equipment, NavAir 16-1-519, 1 Sep 1955, \$15
Hammarlund Super Pro Communications Receiver SP-400-X, Original, \$20
Hammarlund SP-600-JX instructions, original, \$20

Postage is not included in price but shouldn't be much.

Need: BC-348-Q Manual or schematic and alignment procedure.

73,

Dale Richardson, AA5XE
email aa5xe@cibola.net
ph (915) 821-3472
Dale N. Richardson, AA5XE
email aa5xe@cibola.net

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: stever@cybercomm.net (Stephan Rashkin)
Subject: History of Heathkit..Penson
Message-ID: <199605252000.QAA13088@raven.cybercomm.net>

Well I finally sat down and read "A History of the Heath Company"..

I am now depressed---the XYL told me to come into the kitchen and have some milk and cookies ;o(

Steve, WA2NHZ

Steve Rashkin, WA2NHZ
Howell, New Jersey

E-mail: stever@raven.cybercom.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Bill Turini <turinib@wdni.com>
Subject: RE: HRO 500 etc.
Message-ID: <199605242323.AA26628@interlock.wdni.com>

Someone mentioned that they would like to see what radios Rick keeps. Well, while I lived in Michigan I lived near one of Rick's contemporaries (i.e. professional dealers in radio equipment). We became friends and a neighbor and I would visit him every month or so to see what he had new.

He lived in a big old farm house and had about every nook and cranny filled with old (and some new) BAs. I saw HRO 500s, both new in crates and on the table working. Even saw two prototypes of Collins HF 380. Every little board and box was officially stamped "PROTOTYPE". Saw many old sets there that I had only read about. It was truly wonderful and I looked forward to the trips.

I was amazed how he acquired all this equipment to sell or trade. As far as I know, he didn't chase obituaries, but had a lot of contacts and scoured the hamfests. It was from him that we learned the trick of following someone into a hamfest at 6AM with empty boxes and telling the guard that we're with the guy ahead. A lot of other stories, but too many to tell.

BTW, he collected old Japanese pocket radios. He had a few radios on his bench, but they all got sold and replaced with others.

Bill

Bill Turini KA4GAV/7
h (360) 825-1167

turinib@wdni.com
w (206) 924-5890

< ----- >
< Always looking for Signal/One equipment, accessories, >
< documentation, parts, etc. >
< ----- >

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Neal McEwen <nmcewen@metronet.com>
Subject: Re: Improving the Vibroplex
Message-ID: <31A64E1E.4404@metronet.com>

Andy Wallace wrote:

> As for improving the bug, here is a thought. I actually
> brought in my Original Deluxe today and a couple of
> guys at work were pretty impressed when I explained that
> the thing was designed in 1895 or whatever.

actually 1903

>
> The dot contact spring could use some damping. The
> automatic-dot-AND-dash Melehan VALIANT has an extra
> wire across the crook of the spring. I duplicated the
> same idea with my old J-36 Lionel by putting a soft
> wedge of foam rubber inside the loop of spring. Try
> it -- it does make the dots sound cleaner!
> The problem is due to the pendulum and the dot spring have different
natural frequencies. The pendulum vibrates at a low frequency. The dot
spring vibrates at a much higher frequency. The displacements get mixed so
to speak. Kind of like a high freq signal and a low freq signal being mixed.
The result is choppy dots. You treat this by lowering the natural frequency
of the dot spring with pre-loading as Andy describes above. The McElroy bug
was the first to do this as I recall. Although there is some evidence that
Vibroplex may have tried it. Melehan as I recall used it only on the dash
spring because the period of the pendulum was so long and the spring needed
all the help it could get.

--

73 de K5RW, Neal McEwen nmcewen@metronet.com - Richardson, TX (Dallas)
Telegraph Key Collector and Historian Web Page
<http://fohnix.metronet.com/~nmcewen/ref.html>

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Peter Ferrand <petef@sprynet.com>
Subject: Re: Improving the Vibroplex
Message-ID: <2.2.32.19960525020530.00700b70@m3.sprynet.com>

At 06:23 PM 5/24/96 -0500, Neal McEwen wrote:

The displacements get mixed so
>to speak. Kind of like a high freq signal and a low freq signal being mixed.
> The result is choppy dots. You treat this by lowering the natural frequency
>of the dot spring with pre-loading as Andy describes above. The McElroy bug
>was the first to do this as I recall. Although there is some evidence that
>Vibroplex may have tried it. Melehan as I recall used it only on the dash
>spring because the period of the pendulum was so long and the spring needed
>all the help it could get.

Fascinating. Haven't tried preloading with foam, but the foam in the
u-spring is a standard method of converting bugs to single lever key paddles.

Anyway, I took a couple of basket case bugs apart and built a version of the
Melehan eight years ago, based on his original patents. The small arm that
restrains the dash u-spring, as I understand the function, is to control the
dwell time that produces the dash-to-space ratio.

I got this thing to almost work, except for one final problem: To make
dashes, the u-spring has to be much longer and more limber than in a
conventional bug. Unfortunately, placing a contact at the end of a long
limber spring causes major contact bounce problems.

Thus, what I was able to accomplish was a key that worked OK when operated
gently - not acceptable for my level of coordination. It remains on my shelf
awaiting further inspiration.

I've put this question to a couple of ME's over the years and received blank
stares.

One could probably solve this with cleverer contacts, such as hall effect
switches, reeds, and so on, but perhaps some inventive person on the list
can come up with a simpler and more traditional approach.

Oh, if you want a copy of the Melehan patent through the US patent office,
the # is 2,329,531 and when I last checked the copy cost was \$1.50. Oddly,
he never has a "prior art" discussion - I've been told this is kind of a
typical quickie wartime patent.

For more adventurous souls, the March 1942 has constructional information on
a different design for a fully automatic key. Tough to describe, but the
system uses a pair of vibrators both to the left of the actuating lever. A
reversing lever actuates both levers during the dash function such that the
dot is added to the "dash" which is twice the dot length, thereby producing
a real dash.

It would be neat to see all this mechanical action during a QSO!

-P

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: Improving the Vibroplex
Message-ID: <Pine.ULT.3.91.960524215227.15326D-100000@admin.aurora.edu>

On Fri, 24 May 1996, Peter Ferrand wrote:

> I got this thing to almost work, except for one final problem: To make
> dashes, the u-spring has to be much longer and more limber than in a
> conventional bug. Unfortunately, placing a contact at the end of a long
> limber spring causes major contact bounce problems.
>
> One could probably solve this with cleverer contacts, such as hall effect
> switches, reeds, and so on, but perhaps some inventive person on the list
> can come up with a simpler and more traditional approach.

Take a look at the design of the W.E. 155A polar relay that uses a permanent magnet biasing arrangement to reduce contact bounce.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Peter Ferrand <petef@sprynet.com>
Subject: Re: Improving the Vibroplex
Message-ID: <2.2.32.19960525030803.0071ba20@m3.sprynet.com>

At 09:55 PM 5/24/96 -0500, Bob Roehrig wrote:

>
>Take a look at the design of the W.E. 155A polar relay that uses a
>permanent magnet biasing arrangement to reduce contact bounce.

Thanks for the suggestion.

I did in fact look at that very early, because that's always seemed to me like a good design, but it's a different kind of bounce - the polar relay is a stiff contact whose bounce is very simple. The key u-spring bounces and undulates in all dimensions. Also we don't want a contact that makes and

stays made-we want to keep a certain amount of bounce to get the next dash.

-P
WB2QLL
petef@sprynet.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Neal McEwen <nmcewen@metronet.com>
Subject: Re: Improving the Vibroplex
Message-ID: <31A68DC3.6000@metronet.com>

Bob Roehrig wrote:

> > I got this thing to almost work, except for one final problem: To make
> > dashes, the u-spring has to be much longer and more limber than in a
> > conventional bug. Unfortunately, placing a contact at the end of a long
> > limber spring causes major contact bounce problems.
> >
> > One could probably solve this with cleverer contacts, such as hall effect
> > switches, reeds, and so on, but perhaps some inventive person on the list
> > can come up with a simpler and more traditional approach.
>
> Take a look at the design of the W.E. 155A polar relay that uses a
> permanent magnet biasing arrangement to reduce contact bounce.
>

Electro Manufacturing of San Francisco and Fresno, made the Electro Bug. It had an electro-magnet that was wired in series with the bug and a simple bug mounted reostat. The operator could adjust the current thru the magnet to control the dot weighting. There were lots of these bugs made.

--

73 de K5RW, Neal McEwen nmcewen@metronet.com - Richardson, TX (Dallas)
Telegraph Key Collector and Historian Web Page
<http://fohnix.metronet.com/~nmcewen/ref.html>

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Re: Improving the Vibroplex
Message-ID: <Pine.GS0.3.93.960525012824.18548B-100000@iglou2>

>
> My real request for a bug fix (QUICKIE sponsered fix) would
> be to remanufacture the rotatable lever swing arm weight. That beastie
> is scarce as them thar proverbial hen's teeth, they are. I have seen

> one on my good friend, Jack's bug that he used in the Navy, and he said
> it was special made by someone for him, back then (60's). That sure does
> make it quick to go from 5-50 wpm.
>

I just happen to have one of those gadgets. Been using it on my
Presentation since 1965. It's chrome plated and slides on the arm in place
of your weight. You then put your weight on the lever. I can quickly
change speeds but it looks kinda weird. I was thumbing through some old
50's QSTs and found an advertisement for it in the classified section.
Seems like some W8 in Ohio was selling them.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: Isn't imitation the sincerest form of flattery?
Message-ID: <31A72A6A.48BB@ghgcorp.com>

In regards to the borderline Japan bashing going on of late, I thought
I'd just point out that imitation is the sincerest form of flattery...

The single reason people from other countries are buying BA gear is the
same reason the rest of us aquire it: Not only is it made to survive
the next world war, it looks good, works well, and can be fixed with a
soldering iron, VTVM, and Mouser catalog. They are willing to pay large
sums of money for the same reason I have paid too much for radios in the
past: Love at first sight. Plus the plane leaving in three days is
another factor...

To want to keep these treasures to ourselves is almost selfish.

Of course I don't like higher BA prices, but that is the price we pay to
live in a capitalist society. To drive BA prices down, don't buy
overpriced BA's!

73,
Ben

P.S.: Please send flames direct to me and not to the list. At this
moment I am donning the flame-proof suit...

--

=====
+ Benjamin D. Hall, Houston Texas +
+ BDHall@GHGCorp.com BHall@GP802.JSC.NASA.gov +

=====
From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: wb6zwc@ns.net
Subject: line voltage
Message-ID: <199605250325.UAA03762@tomcat.ns.net>

Never checked my line voltage until recently. I now
know why my light bulbs do not last very long.
Wanted 312-B3
Richard@Sacramento,Ca.

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: Mechanical Teletype Manuals FS
Message-ID: <m0uNOPF-0002moC@e-tex.com>

OK guys, put down your oil cans for a minute. I have these original manuals
in excellent condx.

All are TELETYPE Corp.

Buletin NO. 138 Adjustments Typebar Page Printer Model 15
1.75 lbs of book.....15.00

Bulletin 1037B Issue 6 Type Bar Page Printer (Model 15) Parts Catalog (
all parts identified in drawings with part no.)
1 lb. of book.....10.00

Teletype Instruction Manual no. 65 Issue 2 Teletype Transmitter
Distributor XD76 and XD200 (Description and Adjustments, Parts Catalog,
Wiring Diagram, Lubrication, Supplies and Directions for use.
1.3 lb. of book.....;10.00

Parts Perforator Transmitter (Model 15) (Bell System) Bulletin No. 1067 Issue 2
.3 lb. of book.....7.50

Parts Standard Motors and Governors Bulletin No. 1147B
.3 lb. of book.....7.50

Type Bar Page Printer Model 15 Bulletin No. 144 Issue 2
.75 lb. of book.....10.00

If your interested please throw in some for postage.
Thanks es

73 de Pete WA5JCI

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: n5off@w5ddl.aara.org
Subject: Mish
Message-ID: <378502@w5ddl.aara.org>

Rick Mish called me the other day . . .man is that guy enthusiastic about his work!

If we could all have that much job satisfaction!

I've never operated one of his 390(X)'s but I've heard from many who have them, and have heard only four star praise.

I heard he is doing some 390A's for a certain US Govt agency . . .hmmmm

He also exports rigs with matching decks for \$1000.

A friend at work summed the logic up for me, "Good stuff (< ==substituted word) cost money . . . "

73 de tom

keep R-390A and related data coming

Reply to:
packet n5off@k5arh.#lft.la.usa.noam
Email (home) n5off%w5ddl.aara.org@usl.edu
Lafayette, LA
office 318-989-3430
home 318-984-2561

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: Mish
Message-ID: <199605251538.KAA27346@uro.theporch.com>

> I've never operated one of his 390(X)'s but I've heard from many
> who have them, and have heard only four star praise.

>

> I heard he is doing some 390A's for a certain US Govt agency . . .hmmmmmm

He's also doing one for me ... EAC, late serials, etc. Hopefully I will have it in hand by mid-June. I'll post my observations after I've had a chance to see if all the fuss about these things is based in fact

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net
<http://home1.gte.net/nq5t/index.htm> - Vintage Ham Radio

Beautiful downtown Double Oak, TX

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: "Sieversen, George" <George.Sieversen@HBC.honeywell.com>
Subject: RE: MORE DRAKE RECEIVER STUFF

Good afternoon thermionic emissives,

JOHN SEHRING wrote:

The -B eliminated the 0B2 & just used resistors to drop the voltage for the VFO. As a result, when RF gain is varied (or other B+ load variations occur), the voltage to the (FET-type in the -B) VFO varies & its frequency varies by a clearly audible amount.

My R4B has it's PT0 powered from +150v, but does not suffer from this malady. I checked the schematic and the PT0 has an internal zener regulator. Maybe my R4B is a late production unit...or....maybe I just got lucky!

Then Bob K9EUI wrote:

....I hate it when they drop hi B+ down to power solid state stuff. I would rectify/filter the filament voltage and use that.

I agree. What really puzzles me is why Drake powered the PT0 from HV on my high s/n R4C when the power supply already has a +14 volt output. Can anyone explain that?

...just my \$0.02 worth.

73 de K9GDT
George Sieverson
Barrington, IL
george.sieverson@hbc.honeywell.com

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Dennis Clemenson <dclemenson@nova.stellarnet.com>
Subject: Re: More High Line Voltage
Message-ID: <199605251429.JAA13682@nova.stellarnet.com>

. The power company can basically only
>control the voltage coming out of the generators.

>I once heard a story about some *really* high voltage in someone's
>house (it may have been in QST). If the loads in your house are not
>well balanced between the two sides of the transformer, you can have a
>substantial $I^2 R$ voltage drop in the neutral. This can cause
>one side of the circuit to be more than 120 and the other side to be
>less, but the total across the transformer is still 240V. There may
>also have been another failure in this system like high resistance (
>an ohm or 2) in the neutral, but I don't remember. Ordinarily, if the
>two sides are balanced there is almost no current in the neutral from
>the transformer.

>
>Ray Mack
>WD5IFS

A couple of comments on the above items. I am an electronics tech now working for an investor owned power utility in Minnesota. I share a shop with an electrical tech who works on substation equipment and he maintains a lot of regulators. The power company here has regulators in the substations that automatically vary their turns ratio according to the load. The goal is to maintain the voltage for the customer within a few volts regardless of load and they work pretty well. They also use switched capacitor banks that hold up the line voltage with high load(something about power factor). Customers with long runs from the last transformer or undersized wiring will experience the largest voltage variation with load. I understand the goal is to maintain voltage in the 120-125 range at the home when possible. At my home, I usually see 121-122.

The power company does not make more money by having a higher line voltage. The meter on your home spins according to both voltage and current and responds to total kilowatt hours. As they age, they usually drag and run slower, saving you a few pennies.

A common reason for very high line voltage in a home is a failure in the ground system at the home. The ground and home neutral must be well bonded together at the service entrance and tied to the outside ground rod. The power company neutral must make a solid connection to the home ground. If there is ground failure, the phase to phase voltage may be ok , in the 240 VAC range, but the two sides will not be equally balanced to ground. One side will be well above 120 VAC and the other correspondingly below 120VAC. Your motors and radios will not like this. Unbalanced loads on the two sides in your home can cause a small difference because of the voltage drop in the home neutral wiring.

The industry voltage standard is higher now than forty years ago. Using a variac or bucking transformer will reduce stress on boatanchor power supply components and keep the smoke inside those important parts.

Dennis NT0V
dclemenson@nova.stellarnet.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Power generation
Message-ID: <Pine.SV4.3.91.960524131542.15774A-100000@uhunix3>

Can someone recommend a not-too-technical book that explains our nation's electrical grid? This has always been one of my favorite topics to read on the list.

Jeff KH2PZ

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: stever@cybercomm.net (Stephan Rashkin)
Subject: R-392/URR antenna relay problem
Message-ID: <199605251535.LAA01939@raven.cybercomm.net>

Recently I was concerned when I first tried muting my R392 during transmit by shorting pin "B" to ground because of the still high signal strength reading on the meter..on testing I found the antenna relay was closing, but not shorting the antenna to ground..cleaning and slightly bending the contacts fixed the situation..On checking my friends two R392's I found the same situation..and he has never used them along with a transmitter, so was not concerned with overload..I'm not sure if this is a common problem, but it was too much of a statistic here..it takes only a minute to check..

73,
Steve, WA2NHZ

Steve Rashkin, WA2NHZ
Howell, New Jersey

E-mail: stever@raven.cybercom.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: "Mark J. Blair" <mblair@gruumsh.irv.ca.us>
Subject: Re: R-484/APR-14 running from 60 HZ
Message-ID: <199605250153.SAA00897@gruumsh.irv.ca.us>

> -From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
> -Subject: R-484/APR-14 Airborne Panoramic Search Receiver
> -Just wondering if anyone out there had any experiances with the
> -R-484/APR-14 Airborne Panoramic Search Receiver as seen on page 24 of
> -the Fair Radio Catalog...
> [...]
> The rcvr is not really very sensitive, but it's fun to use. The high-band
> is good for listening to 900 mhz cell-phones; and you can see them come
> and go on the spectrum display.
> It has a mechanical 'scan' system that uses a 28VDC motor to tune back and
> forth between two preset points within any one band.

Is the radio's selectivity good enough to pick out a single narrow-band FM transmission in a crowded band? Many of my 6M green boatanchors could hypothetically receive cordless phone transmissions (although I would NEVER consider trying that... :-), but their IF bandwidth is too wide to pick out one channel when another adjacent channel is in use; they were only designed to work with 50-100 kHz channel spacings.

--

Mark J. Blair KE6MYK
e-mail: mblair@gruumsh.irv.ca.us

From boatanchors@theporch.com Sat May 25 00:27:32 1996

From: k1zat@dsport.com
Subject: R390A Service & Rehab
Message-ID: <Pine.SOL.3.91.960524204958.2286B-100000@puff>

I remember someone talking about someone on the list
doing rehab/reconditions/service on R390's for a
price. Who is that masked man ? I think I have
need of your service.

jd

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: R390A Service & Rehab
Message-ID: <79575.ddillman@igc.apc.org>

On Fri, 24 May 1996 19:52:17 -0500 (CDT),
k1zat@dsport.com <k1zat@dsport.com> wrote:

>I remember someone talking about someone on the list
>doing rehab/reconditions/service on R390's for a
>price. Who is that masked man ? I think I have
>need of your service.

He's not on the BA list but the king of R-390/390A repair and
restoration is generally thought to be Rick Mish of Miltronix.

I have one of his '390As and have seen several others. I can confirm
that his work is outstanding. He has my CV-591A now for complete
overhaul and front panel re-paint. His prices are not cheap, but you
get what you pay for which makes it okay in my book. He's very easy
to deal with and in fact just gave me a buzz this week with an update
on the '591A work. Recommended without reservation.

Miltronix
POB 80041
Toledo, OH 43608
Phone 419-255-6220

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: arther.dent@smtp.prostar.com
Subject: SEASIDE HAMFEST/CONVENTION
Message-ID: <199605250709.CAA24877@uro.theporch.com>

OK Bottlewashers

Daytons over for all of you on the right coast. For all of us on the left coast it's time for Seaside.....

i'm looking to find out who all is going to be at Seaside this year?????

what i want to do is to compile a list of those who are going, so we can find out who's going to be there, and possibly get everyone together for an eyeball QSO and coffee.....

mike

KB7VNT E-MAIL to artherdent@prostar.com

73's

i transmit therefore i am.....

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: wb6zwc@ns.net
Subject: Share these places or die!
Message-ID: <199605252113.0AA11569@eagle.ns.net>

Ever notice how hams like to keep things to themselves? Especially places loaded with "stuff" that we would all like to share.

Well the boys in the northwest have not been telling all the truth!

I was in Seattle last summer and found something called "Electronic Dimensions" in Tacoma(near Seattle).

This guy has two warehouses full of stuff. I spent a full day and I did not see it all. Got into trouble with the wife as we were on vacation.

So here it is: Electronic Dimensions
Surplus at its best
424 Puyallup Ave.
Tacoma, Washington
98421
206-272-1061

Come on you guys share this information....you have lots of military bases in the area and there are many surplus places in Washington, Oregon, and

Idaho.
Wanted 312-B3
Richard@Sacramento,Ca.

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: "John Goller" <k9uwa@cris.com>
Subject: Stancor help needed
Message-ID: <199605251332.JAA27896@darius.cris.com>

Can anyone help with specs on Stancor Transformer # A-3880 ??

thanks de JOHN K9UWA

k9uwa@cris.com
John K9UWA

k9uwa@cris.com

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: Andy Howard WA4KCY <102452.362@CompuServe.COM>
Subject: Re: Stancor help needed
Message-ID: <960525161839_102452.362_DHT83-1@CompuServe.COM>

>
> Can anyone help with specs on Stancor Transformer # A-3880 ??
>
> thanks de JOHN K9UWA
>
> k9uwa@cris.com
> John K9UWA

John,

Stancar A-3880 is a Universal Output transformer. Push-Pull plates to voice coil, 4,000 to 14,000 ohms impedance 40 ma. each side. It is rated at 15 watts. As with most transformers the "A" designation indicates audio type.

Regards,

Andy Howard. WA4KCY
AMI #9
SE Director, AMI

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Star 700 Equipment
Message-ID: <199605242247.SAA20518@borg.mindspring.com>

I pulled out the Sept 1967 QST for an antenna article and found a Harrison ad on page 160 with the Star-Line displayed.

"fine products of Japan's foremost designer/maker of dependable equipment" but no mention of their name....someone said it was either Sony or Hitachi and Sony did make some gear that was sold by NCG about 10 years ago (a 15M singlebander and a 160-10 transceiver). The receiver is the SR700E (\$395) triple conv, variable selectivity, 1Khz readout. The transmitter is the ST700E (\$595) 100W ALC, VOX, split/transceive with SR700E. They look like the Eldico versions of the S-Line, but sound more like Drake on the insides.

There is also an SR-550 6 to 160 meter receiver with ten firebottles for \$150. same switchable selectivity of 500hz, 1.2Khz, 2.5Khz, and 5Khz. Only difference is the last step is 5 rather than 4Khz on the 700 series.

Interesting that Yaesu (Sommerkamp) and the Star-Line came thru New York and the early ICOM and Kenwood came thru Los Angeles (Henry Radio).

Dave K4JRB

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: morriso@vifp.monash.edu.au (Morris Odell)
Subject: Tek RM35A saga (long)
Message-ID: <199605252216.IAA13038@vifp.monash.edu.au>

Hi all,

I was at my favourite surplus electronics dealer last week. He has a lot of test equipment there that he imports from the US for resale here in Oz. I have bought quite a bit from him and knew that he has had a few Tek rackmount 500 series 'scopes for quite a while. I've toyed with the idea of restoring one or two of these beauties but was put off by their size, weight and the scarcity of plug-ins.

Until last week that is. As I was browsing the salesman mentioned that "one of those Hi-Fi dealers" had been trying to beat him down on a price for these 'scopes because he wanted them for the tubes!!!

I felt like one of those people who rescued jews from the Nazis - I just had

to do my bit for preserving these classics in the face of the dark perverted forces of evil (have you ever looked at rec.audio.tubes? - not something to do on a full stomach). I picked a '35A as it has the most knobs, dual timebases and does not have a distributed amplifier; it's now safely hidden in my "boatanchorium" where those deluded butchers will never find it.

The RM35A (rack mount version of the 535A) is one *righteous* boatanchor. I'm not sure what it weighs but it's a LOT. There are lots of tubes in it - I haven't counted them - and most of them are 6DJ8's; a tube not sought after by the golden ear crowd. Taking the cover off revealed a reasonably clean inside with no sign of scorch marks. For those who have never seen one, the inside of a Tek 500 series scope is a marvel of vacuum tube design. All the components are mounted on ceramic terminal strips and accessibility for service is mostly quite easy. There are rows and rows of tubes. I can understand how the glass HiFi crowd become so self-deluded about tube sound. The beauty of the construction of some tube equipment could be considered as modern industrial sculpture and they are letting the beauty of the hardware influence their perception of its performance. Unfortunately I have no manual (I've written away for one) but a bit of experience with 500 series 'scopes and invaluable advice from Stan and Hank in the past is a great help.

Before powering it up I reconnected the power transformer primaries for 234 volts and changed the power connector and fuse appropriately. The fan was binding on its housing due to deterioration of its rubber mountings so I've taken it out and am making new mountings out of silicone rubber and the original studs. The fan itself runs well and has minimal end play so I didn't have to take it apart. There's no date stamp on the motor.

The scope itself with the K plug-in had a couple of tubes and all the pilot lamps missing but looked OK apart from lots of stickers on the front panel. It apparently came from a Bevatron/Bevalac installation somewhere. I had most of the tubes with the exception of a 12BY7 for the vertical amp so I haven't been able to test that part of it fully. I should receive a few spare tubes soon from Fair Radio.

Powering it up for the first time produced a very anxious 45 seconds or so before the time delay relay pulls in and applies B+ to the beast. Hank Van Cleef described the procedure perfectly in a recent post. No smoke fortunately, so the next step is to check the power supply voltages - all OK including the -1350. Lots of brightness available on the CRT too. This is a real bonus. The sweep circuits seem to work but the horizontal display is one sided indicating unbalance in the horizontal output. I managed to find the horizontal amp (very inaccessible - trust Murphy) and the first 6DJ8 I replaced cured the problem. (Interestingly the tube tester showed a grid-cathode short on one section of the tube which looked like it burned out when I applied 6.3 volts to it. It tests OK now but I haven't replaced it). Looking at this lovely complex scope with a trace running across the tube gives me a wonderful feeling.

Now I'm waiting for a 12BY7 so I can test the vertical amp. One residual problem I find with the horizontal display is that the position neons are not balanced with respect to the sweep. Does anyone here know if this can be adjusted or is it due to tube imbalance? I've got quite a few 6DJ8's but replacing them is not easy.

Well that's the situation till now. He still has 3 or 4 'scopes, a 565, a '41A, and a couple of '31A's. There are very few plug-ins. He wants around \$150 each which is 3 times what the murderer wants to pay and I'm tempted to buy a '41A although \$150 is \$150. There does not seem to be much demand for them from his usual clientele. I've only got rack space for one and the basement's very cluttered.

Stay tuned for the nest instalment folks...

73

Morris Odell VK3DOC in marvellous Melbourne.
morriso@vifp.monash.edu.au

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: dlightfoot@prodigy.com (MR CHARLES L LIGHTFOOT)
Subject: re: Vibroplex
Message-ID: <199605250016.UAA12210@mime3.prodigy.com>

-- [From: Charles L Lightfoot * EMC.Ver #2.10P] --

FWIW

It has been my experience that successful copy of cw is directly proportional to the weight of chrome applied to the base of the key doing the sending. The brighter the better.

I occasionally pull out my standard (gray wrinkle) for a little go, and find the timing for sending dah's is really tough after using an iambic for so many years. I've cleverly solved that problem by using a straight key.

For those who are sand impaired, a silver plated vibroplex contact requires constant burnishing when used with SS voltages. I suspect one of the reasons Bencher has done so well is that they are gold plated and don't require all the maintenance. So I would add that requirement so that this new found bug could be used by the glow-worm crowd.

vy 73, Deke

From boatanchors@theporch.com Sat May 25 17:19:56 1996
From: dlr13@psu.edu (Doug Ripka)
Subject: Re: vibroplex (& other goodies)
Message-ID: <199605251328.JAA42326@r05n01.cac.psu.edu>

> Me, I'm planning to build my own "custom" Junior.....

I threw together a bug about 20 years ago with the most unusual parts
(spring from a ballpoint pen, a piece of springsteel from the pocket
clip of an eyeglass case, lead fishing weights, the handle from a
large magnifying glass..) - the dang thing worked!

Hi folks,

I happen to have a book from the late 40's, meant for High School shop
students to
build electrical projects out of. There are plans for building your own
semi-automatic
key. For the cost of an SASE, I will make a copy of the plans for any
ambitious builders
out there. All the parts needed should still be available, let me know if
you can't find any.

73,

Doug Ripka KA3TTQ
P.O. Box 165
Rebersburg, PA 16872

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: robert fowle <hammarlund@voyager.net>
Subject: want manual for Yaesu 101-ZD
Message-ID: <199605250409.AAA00964@vixa.voyager.net>

need manual for yaesu 101ZD.
if you can help, please e-mail me.
thanks

=====] - [->

Robert Fowle KC8DBC
The HAMMARLUND Historian
Ph. voice or fax 517-789-6721
1215 Winifred
Jackson, Mich. 49202-1946

E-mail at: hammarlund@vixa.voyager.net

HAMMARLUND LITERATURE WANTED

WANTED: MANUALS FOR ANY MAKE RADIO EQUIPMENT

=====]-[->

From boatanchors@theporch.com Sat May 25 17:19:56 1996

From: "Allan Fritsche" <fritsche@msn.com>

Subject: Wax Cap Bashing

Message-ID: <UPMAIL03.199605252205560369@msn.com>

Gang, Ive heard enough about bashing the old wax covered caps in our radios. Some of these little firecrackers have been doing duty for 40 - 60 years. Heck even new , they probably didn't bypass right at high freq's but they were all that was available.

In fact I will never replace a wax job with a (GOD forbid Mylar) unless the leads have pulled out of the end of the cap and even then will try to repair.

Moisture is the killer for these units. So a suggestion that has worked for me.

If the leads are still intact and you can still get a little kick across the cap with a VOM, then take your wives hairdryer and blast the little guy for a while.

After getting it totally hot, let it cool to normal temperatures and then blast it with Krylon Clear. It takes a little time but I have had good success with this method.

In transmitters, its another story, and I will leave that to someone more knowledgeable as Iam not a Ham.

Your Friend

Al

fritsche@msn.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996

From: Henry van Cleef <vancleef@bga.com>

Subject: Re: When and Why one should part out a BA Radio

Message-ID: <199605250136.UAA21223@zoom.bga.com>

Since someone mentioned my "RME-45bis" rebuild, I'll comment on things from my perspective. Comments on the posting intersped.

As Larry Kayser said

>

> The case for restoring a radio at any price is sometimes hard to make. I am
> currently working at restoring a WW II British spy radio, a Paraset. This

> set sat under the floor in a barn in France for nearly 50 years. The
> chassis is about half thickness, dissolved it appears by the 'barn stuff'
> going by. I am replating the chassis to build up the thickness of the
> metal, this is a labour of love that may well fail due to the brittleness of
> the metal. The radio is worth it, at least it is to me. Less than half a
> dozen Paraset radios are known to exist. I have never seen any parts
> available for this radio - few people have ever heard of the radio except a
> few museum curators and spy radio specialists.

It seems to me that a radio like this would be "of historic interest,"
far more than an ARC-5, BC-348, or National HRO.

Building a new chassis for the Paraset is one possible choice. It's a
bunch of work, but not an impossibility. If you have major components
that can be mounted and used, it would probably be worth doing.
Rebuilding it electrically will probably mean using substitutes for the
original resistors and capacitors. New mylars potted in old wax paper
cap sleeves can help cosmetics, particularly if they are in visible
locations. I think there is a certain freedom in "restoring" something
like this that was so far gone that it needs major fabrication of new
parts, etc.---in that it wasn't a "restorable" in the first place, and
you might as well use substitutes to do a functional restoration
because so much of it will be unoriginal anyway.

>
> The radio that started this discussion is a post WW II model Collins
> transmitter. There are a lot of these radios around, parts are however in
> limited to short supply. The radio has major problems, metal damage, extra
> holes, a major component is missing.

The decision, I think, depends on just how major the damage is, how
many relatively clean sets are around, etc.

A while back I bought two Meissner EH signal shifters, both of which
had been cannibalized, as parts units. Inspection before I bought them
showed me that I had major components needed to build up one unit, if I
made new wiring, etc. While I could have done the rebuild as "period,"
I chose to "go modern" with the rebuild. I stripped the better set of
chassis of all components, and did the metal work on them. I cleaned
and inspected the major components that had been stripped from this
chassis, and cannibalized the other unit for several items. In some
cases, I had duplicates of the same item, and used the better of the
two in my rebuild. The result is essentially a "brand new" EH Signal
Shifter that works very solidly, and will run trouble-free. I did not
attempt to imitate the original wire type used, picked colors per the
RMA standards, which the original did not have, and laid out the
terminal strips and wiring runs a bit differently from the original. I
also marked the tube types and the adjustment designations on the
chassis, and idents on the rear apron connectors, which the original

did not have. It's not "original" and doesn't pretend to be. In some senses it is the Signal Shifter Millen might have built if they'd built them---in 1995, not 1948. The purists can howl, but I felt that so much rework was needed that there was no sense in trying to maintain some air of "originality" when about half the unit is new work. The result is a very honest "blue collar" exciter with good performance.

Alongside this I have a prewar Signal Shifter (1942) that came to me 100% original, with a full set of new coils in the boxes, tissue paper and all. Looked as though it had been stored in a good location for at least fifty years. I have the unit running with a 3-wire power cord, a fuse, a replacement for one original FP cap which blew its electrolyte (the only blemish on the chassis), a replacement for one burned-out wirewound resistor, and little else. It's now working, and will get cosmetically similar components installed in place of my workaround parts to appear more-or-less "original"---except I will keep the 3-wire cord and fuse.

>

The RME-45 came to me as a complete chassis with a non-standard front panel, no case, and a ton of patchwork repairs and changes inside. The owner (who got it from an estate) described it as "marginal" as a restoration project, particularly since it had no case and an odd panel, and was a horror to behold, although "complete." I might have parted it out after I had to condemn the power transformer, but found a bolt-in (different volts) replacement, so decided to rebuild the rest of it. It got a bare chassis rebuild as did the Signal Shifter, but I was able to use original wire in rebuilding it. There are major changes underneath, but except for modern small passives, it looks like a 1945 RME-45 underneath. As with the Signal Shifter, I took liberties in the rebuild because no way was this ever going to be a "clean original restored" RME-45.

Whether to part out a junker, or to use it as a basis for building something up is, I think, a case-by-case decision. If you are looking about a common Collins transmitter that will require major sheet metal work to bring back into usable condition, and even more work so that it won't be an eyesore, and there is a market for salvageable components, parting it out might be a good choice. If you can build up a nice working unit from the junker, as I did with the Signal Shifter and RME-45, I'd say "go for the rebuild." And making a new chassis for the Paraset is much more realistic than making a new chassis for the junker EH signal shifter I have left.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Sat May 25 00:27:32 1996
From: TUBEBUYER@aol.com
Subject: Re: Wilcox CW-3
Message-ID: <960524201108_309436868@emout19.mail.aol.com>

Anyone want one? I have an extra to trade or sell.....

Rick

From: bgraham@tecnet1.jcte.jcs.mil
Message-ID: <199605250021.TAA27406@uro.theporch.com>

Subject: WTB Heath HP-23

I'm in the market for an heath HP-23.. prefer a B or
model.

Bill
N5LMX/DA1WG